

RESPONSES TO QUESTIONS TAKEN ON NOTICE

15 JULY 2026



Public Question Time

Question from James Penaluna:

I am a member of the Port Melbourne Bowling Club and I am happy that Council supports sport in Port Phillip. The Port Melbourne Bowling Club has done a lot for the community. In 2015 the State Government pledged \$1m and at the same time Council pledged \$1m, and so far we've only received \$295,000. Why did the Council then make the club match the \$295,000?

Response:

Council supports the Port Melbourne Bowling Club and recognises its important role in the community. From the records reviewed to date there is no record of a formal Council commitment to match the Victorian Government's \$1 million election commitment. The records reviewed showed that the Victorian Government commitment was made in 2022, without prior consultation with Council, and that there was no written Council commitment, budget allocation or 10-year plan allocation for a matching \$1 million Council contribution.

Council later resolved to provide a separate one-off contribution of up to \$295,000 towards the clubhouse upgrade, focused on accessibility, improving female amenities and functionality of facility. That contribution was approved on the basis that the club provide a matching contribution of equivalent value. Co-contribution arrangements are not unique to Port Melbourne Bowling Club. Council has entered into similar partnership arrangements with other sporting clubs where both Council and the club contribute to facility upgrades. For example, the Albert Park Bowls Club pavilion upgrade includes significant financial contributions from both Council and the club, with project costs apportioned between the parties.

Council's contribution was approved on the basis that the club provide a matching contribution. This reflects the club's responsibility under its lease for building improvements and capital investment, as well as the fact that the club is delivering the project directly under the Victorian Government funding agreement. The matching contribution helps ensure the project is appropriately funded and that all parties are contributing to the upgrade of the Council-owned facility.

Councillor Question Time

Question from Councillor Halliday:

Following on from Amanda Best's question, we heard then about the parcel of land adjacent to South Melbourne Market that has been boarded up for some time. Has that vacant land triggered our differential rates for inactivated land?

Response:

This property was assessed as part of the Budget 2026/27 review of vacant land differential rates. Based on that assessment, the property meets Council's definition of vacant land, as there is no building that is lawfully occupied or lawfully adapted for occupation, and the site has met the relevant criteria for classification as vacant land.

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Accordingly, the property has been classified as Vacant Land and will be subject to the Vacant Land Differential Rate for the 2026/27 rating year.

Question from Councillor Jay:

Following on from Michael Pearce's question, some residents on Dow Street have referred to Eastern Road when construction did occur on a tram corridor. Was there any different circumstances in that situation? 11 Eastern Road has a narrow lane out the back which is probably the same size as Dow Street but I am led to believe that most of the construction happened on Eastern Road. Can we look into that and understand why this was allowed?

Response:

The developer of 11-29 Eastern Road was well prepared for the site's constraints. Prior to the commencement of works, the developer accepted an offer from CitiPower to relocate the overhead power lines along Eastern Road underground.

This enabled Eastern Road to function as the primary loading and construction area for the project, despite its status as a tram corridor, facilitating construction activities without relying heavily on the rear laneway.

In addition, the approved Construction Management Plan (CMP) proposed a full width overhead protection gantry along Victoria Street at the rear of the site. The gantry provided a protected pedestrian route underneath while creating a laydown and materials storage area above. It was designed at a height that allowed trucks to continue accessing Victoria Street beneath the structure and, due to the placement of the supporting columns, did not impact adjoining property access points.

Overall, the Eastern Road project demonstrated that site specific construction management measures were implemented to address access constraints. The ability to use Eastern Road as the primary construction interface was supported by the undergrounding of overhead power infrastructure and the provision of the overhead gantry, rather than relying solely on the availability of the rear laneway.

Accordingly, the circumstances at the Eastern Road site differed from those associated with 219-221 Park Street and illustrate how construction access arrangements are assessed on a site-by-site basis, taking into account local conditions, available infrastructure and the specific management measures proposed by the developer.

Question from Mayor Makin:

Do we have any further clarification around the timeframes for the plumber in Graham Street intersection and the southern pedestrian crossing?

Response:

Council can advise that the Transport Safety Engineering team have been contacted by officers at the Department of Transport and Planning (DTP) advising that they are now advancing designs to amend the intersection to allow for a new pedestrian crossing on the southern leg of Graham Street. Detailed engineering designs have been shared with officers for comment and Council have been advised that the Victorian Infrastructure Delivery Authority (VIDA) will be the delivery agency for the project moving forward. While Council's

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officers are continuing to work with representatives from DTP and VIDA to expedite the project as much as possible, there has been no confirmation of delivery timeframes at this stage.

7.1 Presentation of CEO Report – May Issue 129

Question from Councillor Jay:

There was a mention about a CCTV camera being put in George Lane, St Kilda. Can additional CCTV cameras be placed on Little Grey Street to deter anti-social behaviour?

Response:

Council can confirm that there are currently three cameras positioned along Little Grey Street, St Kilda. The cameras that are being installed in George Lane and at Jackson Street carpark are in addition to the existing network across St Kilda.

All footage captured is transferred to St Kilda Police Station. Council has no access to the footage – this is monitored only by Victoria Police.

More information about Council's Public Place CCTV network, including the renewal and expansion projects, is available on the website [here](#) Closed-circuit television (CCTV) - City of Port Phillip

11.2 Port Melbourne Netball Infrastructure Project

Question from Councillor Cunsolo:

The completion date of this is January 2029. In the meantime the club will still operate out of R.F Julier Reserve which is below standard for a club and is an old building. Is there money in the budget for upgrade works in the interim? Councillor Cunsolo followed up to as to whether there is a date when that will come back to Councillors?

Response:

The RF Julier Pavilion Feasibility project is progressing and is currently assessing building condition, accessibility, functionality, and community needs. The outcomes of this feasibility study will inform Council's future decision making for the site.

The intention is to report the feasibility outcomes back to Councillors in September 2026. That report will provide advice on the condition of the existing facility, options for future investment and any recommendations regarding interim or longer-term upgrade works.

There is currently no approved construction funding for future works at RF Julier Reserve. The purpose of the feasibility project is to identify and assess potential options and associated costs, which would then inform future budget and Council consideration.